





## [76]





## Intimation.

# WM. POWELL, LIMITED.

"ALEXANDRA  
BUILDINGS"  
Des Vaux Road.

## NOW SHOWING

SMART  
UP-TO-DATE  
MILLINERY  
At  
Moderate Prices.

ALL KINDS  
OF  
HEADGEAR  
made to order.

## DRESS- MAKING.

PERFECT  
STYLE, CUT  
AND FIT  
GUARANTEED.

THE VERY BEST  
WORK ONLY  
AT  
MODERATE  
CHARGES.

Wm. POWELL, Ltd.,  
HONGKONG.

Hongkong, 6th September 1905.

## Insurance.

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong 28th May, 1895. [52]

## Auctions.

BY ORDER OF THE MORTGAGEES.

### PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION, ON

THURSDAY, the 7th day of September, 1905, at 3 P.M., at the Sales Rooms, THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY, situate at Victoria, in the Colony of Hongkong, viz:—

All those PLOTS or PARCELS of GROUND, situate at Victoria aforesaid, registered in the Land Office respectively as THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 505 and THE REMAINING PORTION OF INLAND LOT No. 505 together with the Messuages thereon, known as Nos. 54, 56, 58, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wanchai Road, Area 3,720 square feet or thereabouts. Term 999 years.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees,

or to

Messrs. HUGHES & HOUGH, Government Auctioneers,

Hongkong, 30th August, 1905. [841]

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

### PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON

SATURDAY, the 9th September, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, DOUBLE BRASS BEDSTEADS WITH WIRE MATTRESSES, TEAKWOOD WARDROBES AND DRESSING TABLES WITH BEVELLED GLASS, MARBLE-TOP WASHSTANDS, CARD TABLE, TEAKWOOD OVERHUNG TABLES WITH BEVELLED GLASS, CROCKERY and E. E. WARE, DINING TABLE and CHAIRS, COOKING STOVES and UTENSILS, &c., &c., &c.

2 BILLIARD TABLES, 2 TYPEWRITERS and ONE PIANO.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th September, 1905. [901]

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

### PUBLIC AUCTION,

ON

TUESDAY AND WEDNESDAY, the 12th and 13th September, 1905, at 10 A.M. each day, at

H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—

BOAT ENGINES and BOILERS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE HAWSERS, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER-STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, CLOTHING MATERIALS, CASK STAVES, 1,000 HAT RIBBONS, (lettered "SPARROWHAWK," "HUMBER," "TWEED"), Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 31st August, 1905. [888]

## Hotels.

### THE ORIENTAL HOTEL, MACAO.

THE above Hotel situated on the PRAYA GRANDE, will be opened on SATURDAY, 2nd September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and lightest in the colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new.

SPIRITS and WINES of the best quality. CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER. [880]

### OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [37]

## CANON NOTES.

### THE TAFT PARTY.

(From Our Own Correspondent.)

Canton, 4th September, 1905.

There has been a good deal of disappointment over the movements of the Taft Party. It was announced weeks ago that the party would visit Canton. The day set for the visit was Monday, September 4th. Last week the American Consul-General made arrangements for the party upon its arrival in Canton. As soon as it became known to the Chinese that this distinguished party of Americans would visit Canton a movement was begun to make it unpleasant for the visitors. The boycott has created a bad feeling towards everything American. So some of the worst element among the boycotters thought this would be a good time to show resentment towards America. Placards were put up in the streets referring to the coming visitors in anything but complimentary terms. If a Chinese wishes to say anything vile about a person he cannot do it with more effect than by comparing the person to a turtle. In this instance four turtles were arranged on a placard. The Chinese could find nothing in their language which would express a greater degree of villainy than by using the title turtle. An effort was also made to prevent the chair-bearers from giving their services. Of course the Viceroy had the filthy placards removed and several arrests have been made. Then a proclamation was posted about the city warning the people to behave. Probably the placard was the work of some irresponsible blackleg. The better Chinese denounce it and the officials certainly had no part in the matter. But the Chinese could have chosen no better method than this to alienate the sympathy of the foreigners and better class of Chinese from them in their efforts to secure a better treaty. Such methods of fighting for a just cause do much harm. The Chinese have given a severe blow to the boycott. Notwithstanding the fact that the visit was declared off most of the members of the party reached Canton this morning. Few, if any, visited the city. There was a trip on the railroad and a banquet at the Bannerman Guild Hall at the east end of the city. This banquet was given by the Viceroy. The party leaves tonight for Hongkong.

THE VICEROY.

The Viceroy is very sick. He could not appear in person at the banquet given to the Taft party. It is believed by many that the Viceroy is so ill that he stands a poor chance of recovery. He has been relieved from all duties. When the Viceroy cannot act, the work of his yamen is practically at a standstill. The lower officials are afraid to act without the authority of the Viceroy. It has been difficult to get business transacted for some time.

A CLAN FIGHT.

A serious clan fight was in full blast during the closing days of last week just below Honam. The Canton Christian College lies between the contending clans, and the professors and others at the College had a very unpleasant time while the fight was at its worst. The clans were well armed and the bullets flew everywhere except the place they were intended to go. Fortunately, the people at the college escaped unhurt though several bullets entered the buildings. The Viceroy sent soldiers to suppress the fight which they did among the roused clans had worked off some of this bile.

THE BOYCOTT.

It is difficult to tell just how far the boycott is being carried out. The city is very thoroughly placarded. Almost every shop has a notice up to the effect that it does not deal in American goods. It is true that nine-tenths of these shops never have bought or sold any foreign goods, but nevertheless they are for the boycott and the numbers give force to the movement. The temper of the people is not the best and it would take little to provoke serious trouble. Some large firms have lost heavily and others have practically no business.

THE SHANGPU AND THE BOYCOTT.

The A. C. D. News of 1st inst. says:—

The full exposure which we were able to make in these columns of the manner in which Mr. Chang Chien, the delegate of the Shangpu at Peking, proposed to settle the Boycott, had its effect, and that gentleman has very much modified his scheme, which is still, however, one that to disavow, for it is still more evident that its real object is to introduce a new form of inland taxation on the foreign import trade. Mr. Chang has had another meeting with some of the more important piece-goods dealers, at which he stated that he withdraws his demand for Tls. 200,000, but added that all his telegrams and expenses in connection with this matter, and with the regulation of the boycott in the future, will have to be defrayed by a levy on the piece-goods merchants. As to the fines amounting to Tls. 4,000 already inflicted (but not paid), he will look into the question, and if he finds that the irregularities on whose account they were levied were unintentional, they may be remitted. He now proposes to appoint four honorary directors to supervise the working of the boycott, two of them to be merchants and two students. It will be their duty to examine all the contracts alleged to have been made before the 20th of July last; subsequently an office will be established in the Chinese Chamber of Commerce, where permits will be granted enabling the holder to take delivery against the permissible contracts. If cargo is taken delivery without one of these permits, the exact form of which has yet to be determined, the culprit will be liable to a fine, the cargo may be held as security for the payment of this fine, which may even amount to the confiscation of the cargo. The prohibition to Chinese to purchase, not merely from Americans, but from foreigners of any nationality, any American goods imported after the 20th of July last is maintained, and will be strictly enforced. If any dealer dares to send to the

new Boycott office a list of his cargo purchased before the 20th of July, it will all be regarded as having been bought since that date.

This is obviously an official scheme for levying taxation on, and establishing a control over, the trade of the port which must be resisted at all hazards. The opening it leaves for Mr. Chang Chien and his "directors" to "squeeze" is evident. We may surely rely upon that the Municipal Council will not allow the proposed office to be established and carry on its working in the Settlement. One great obstacle to its success is the good demand that has set in for the Northern ports, where H.E. Yuan Shih-kai does not permit any boycott.

We received last evening a letter on the subject of our Tuesday's article from His Honour Taotai Yuan, which we append. His Honour, however, makes such a general charge of inaccuracy, that we really have a difficulty in answering it. It is as follows:—

To the Editor of the

"North-China Daily News"

Sir,—In reading your leading article yesterday concerning the action of Mr. Chuang-yuan Chang in regard to the affairs of the American goods I was exceedingly surprised at the extraordinary opinions expressed therein.

Your honourable paper has always borne the name of being very intelligent and broad-minded, and to have printed such unfounded words not only do you injure that gentleman's character, but you have also acted contrary to newspaper regulations. Moreover, Mr. Chuang-yuan Chang has, by constant attention to them, at last succeeded in getting some satisfactory results in regard to education and commercial matters, so that to have your honourable paper suddenly publishing unreliable statements, you have placed commercial matters in danger also.

Perhaps your reporter has given you a wrong report of matters, or perhaps some interested person has written to you on the subject. I, the Taotai, am, however, compelled to make inquiries of you and trust that you will reply and let me know whether you will make a correction.

With compliments, etc.,

Card of

YUAN SHU-HSUN.

2nd day of the 8th Moon

(31st August 1905).

IN THE LAND OF THE MORNING CALM.

"Essex Third" writes in the N.C. Daily News:—

The Korean is above everything else a man of the drawing room, and all his instincts move along the leisurely ways of life. Anything like haste or *empressement* is unknown to the eternal laws that govern him. This characteristic of his is evident in all his actions at all times, and under all conceivable circumstances.

Being a drawing-room gentleman, dress is the great ambition of his life. From the shoes of his feet to the topknot on the top of his head, he is ordered so as to be seen and admired of men. His shoes, during this year of mourning, must be spotlessly white. No atom of dust or fly speck shall mar them. His socks beautifully puffed, stitched to perfection, his pantaloons, big enough for a Brobdingnag, are padded, quilted, and ironed, until they come forth looking like some mysterious fabric of polished marble, his jacket likewise, and his overcoat and his wristlets. Not only has he a head band a topknot, and a hat on his head, but he buys a pair of spectacles and adds them to his already overcharged head gear, and thus rigged, with a ring on his finger and a fan in his hand, he goes forth to make his way through this troubled world.

I am told that Koreans are terribly dirty, loathsome in fact, and that no civilized mortal can tolerate them. This statement is entirely incorrect, the view of some deranged globe-trotter who never really saw the Koreans, and knows nothing of Korean life. They are a clean people in their clothing. Even though they do not practise bathing extensively they change the whole outfit every fifteen days at least, and this surely redeems them from the charge of being the filthiest mortals alive. Coolies of any land are objectionable, and yet I would infinitely prefer the Korean to white coolies of New York or London if I had to live with them, or bunk in their midst.

The Korean gentleman carries with him two national odours that unfit him for Western drawing-room life, but that blend beautifully with his own. These odours are particularly noticeable to newcomers. I once made a journey with a foreign friend who had a somewhat highly "eyed sense of smell, and I remember his stopping short on the road as we walked along, tapping me on the arm, and with a long sniff saying, "There it is again."

"What is it," I asked.

"That peculiar smell," was the answer. I sniffed long and hard, but there was nothing but the fresh morning breeze and the delightful odours of hill and field.

"I've smelt it before," said he, "and I'll tell you later when I smelt it again."

He tracked that odour for two days and then we discovered that it came from the black lacquer hat. This is small number one that helps to give the Korean a bad name, and to render his society unpleasant.

The second smell is a mixture of garlic and onions and cabbage that make up that delightful Korean pickle so greatly enjoyed by their race. This odour clings to them like a Limburger cheese, and follows them into all the drawing-room as well, causing foreign ladies to faint away or go off into sinking spells.

So much for the odours. The national sound of Korea is not the steam whistle or the hammer or the anvil, but the rattle of the ironing sticks. Flying at the rate of twenty clips to the second, their echoes are heard continuously, north, south, east, and west, proclaiming with unmistakable accents the life of toil through which his excellency is prepared for the drawing-room.

In this drawing-room, life glides smoothly by like the passing sunbeam—no push and no pull, and the Korean thoroughly enjoys it. He asks with Hamlet, "who would fardels bear, to grunt and sweat under a weary life?" What's the use of it? True enough, off to the south yonder the Japanese Togo may watch and never sleep, but he is a barbarian, what matter his methods to the Korean? If there is a battle to-day, or to-morrow, or no battle at all, what concern of his? Life is a drawing-room and there should be no unseemly behaviour, and no haste. War crumples the clothes and is undignified and unworthy of a gentleman (the Korean will have none of it).

Given this sort of man, what is likely to become of him in this age of violent upheaval? Noticeably already he is being buffed off the stage. Along the main streets of Seoul, where

recently he sat cross-legged, sunning comfortably, there kneels to-day a Japanese woman. She is little and insignificant-looking, but she is the mother of the man that won Mukden, and she and her husband now own the store. It is undergoing changes, the doors are lifted off, and a new order of things come to pass while his excellency, who sat smoking, has vanished away.

House after house passes through the same experience. Have the Japanese robbed the easy-going Korosa and taken his place by force? Not at all. Such prices they pay as never were paid before, and the drawing-room gentleman is flush with money, has an afternoon at home with his friends, and then disappears.

This drawing-room notion will yet be the death of him. As time passes conditions seem to spell doom for him and all his laundried linen. He will not work, he refuses to learn, for he is a gentleman, he is born thus and will die thus.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENTSIN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 4th September, 1905. [2]

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente*, and from Havre ex s.s. *Crimée*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 11th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 11th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th September, 1905. [7]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA."

Captain Riden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 4th September, 1905. [897]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 4th September, 1905. [806]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

CHURCHILL, American 4-masted schooner, Captain Huffman.—Master.

Hongkong, 6th September 1905. [49]

## Intimations.



THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained from

the principal Stores. [845]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORES, COAL MERCHANTS

AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the

shortest notice and with all possible dispatch.

Moderate terms. Orders solicited.

Hongkong, 23rd February, 1905. [62]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

WATSON'S  
E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS  
CELEBRATED  
BLEND  
OF  
THE FINEST  
WHISKIES  
IN SCOTLAND  
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

NOTICE.  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$80 per annum.  
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The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is accessible by messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the world is 30 cents per quarter.  
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 6, 1905.

THE AMERICAN BOYCOTT.

We learn from a San Francisco exchange that the Washington Bureau of Commerce and Labour announced on the 27th July that American merchants should determine to boycott Chinese importations pending the existence of the boycott against American goods by Chinese merchants. It would make quite a hole in China's foreign trade. The latest figures collected by the Bureau of Statistics of the department show that in the fiscal year ending June 30, 1905, the United States bought from China, including the port of Hongkong for which separate figures are made, merchandise to the value of \$30,000,000 (gold). America sold in the same period to China and the distributing port of Hongkong about \$63,000,000 (gold) worth of goods. The bulk of the goods purchased from China, according to the authority quoted, is not of a kind which is "among" the necessities of life and it is argued that it would probably not be difficult to transfer a preponderance of that trade to Japan if it should be determined to retaliate. The principal imports from China during the past fiscal year were hides and skins, \$2,524,269; silk, raw, \$5,849,068; silk, manufactured, \$266,464; tea \$5,862,831; other merchandise, \$10,378,052. In the same period the United States are represented to have bought from Japan \$66,000,000 worth of raw and manufactured silk and about \$7,000,000 worth of tea. Tea can also be obtained from Ceylon, Java, Borneo and other places, so that the argument proceeds, China has no corner on the supply. Some doubt, however, is expressed in official circles whether it will be possible to obtain China's consent to another treaty with the United States providing for the exclusion of Chinese labourers from that country. The State Department is aware of ill-feeling throughout China and now that the immigration treaty with China has been allowed to lapse without the negotiation of a new agreement, reports have reached Washington that China is inclined hereafter to refuse to sign any similar convention. We have since learnt that the Authorities at Peking have decreed against the boycott, and some arrangement satisfactory to both countries should, without doubt, be capable of attainment as a result of the negotiations that will be carried on between the respective representatives of the Powers concerned. It has been pointed out that China's position appears to be that the exclusion of Chinese citizens from a friendly country is in itself a disgrace, and while she cannot ignore the laws of a foreign Power providing for such exclusion, she can refuse to sanction it or become part of it by concluding a treaty involving such restrictions. A year ago, it is said, it would have been easy to conduct negotiations with China for the exclusion of Chinese labourers only. Now, however, it is understood the Chinese officials are disposed to regard the signing of such a treaty beneath the dignity of their Government. The reason for the assumption at Peking of this new attitude is not quite clear to the officials at Washington, though in some circles it is attributed to the influence of foreign Powers. This is hardly so, as recent events have furnished ample testimony that it is not the officialdom that is aroused, but the people of China who are seized with the conviction that the treatment hitherto meted out to their immigrants into the States is derogatory to their character and status.

## LOCAL AND GENERAL.

ANOTHER blank plague return has been issued by the Sanitary authorities to-day.

THE "Chinese exclusion act," which worries us just now, is the act of the Chinese in excluding a large amount of their cash from American pockets.—New York Mail.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Major A. E. Hatch, and Lieutenant C. E. Boston, 11th to 30th September.

PROGRAMME of music to be performed by the Band of the 12th Baluchis on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:—  
March..... "H.M.S. 'Camperdown'"  
Air..... "Lucia's Lullaby"..... Donizetti  
Polka..... "Flower"..... Levy  
Selection..... "The Old Guard"..... Planquette  
Valse..... "Espana"..... Waldteufel  
Morceau Obligato "Coronel Solo"..... Suppl.  
God save the King.

DESPITE the counter-attraction across the way on the Parade Ground, the Gaiety Stars secured another fair house, and were as successful as ever in all they did last night. A somewhat ludicrous incident occurred during Dante's conjuring, that caused much merriment to the audience. When he called for the "100-ton gun" and the muzzle appeared round the side of the wings, a lady of ample proportions, seated in the front row, rose to her feet and incontinently fled out of the theatre! To-night there will a change of programme, new songs, new dances, and new tricks being on the programme, and this change should not be missed.

T. W. BURGESS started on the 26th July in a second attempt to swim across the Channel, entering the water at the coast guard station at Lydden, four miles northwest of this port. Burgess, in 1901, got within four miles of the French coast in his first attempt to swim the channel. He failed again this time. He was taken from the water when within four and a half miles from the French coast suffering from a bad leg. Burgess made a great struggle to get on the proper side of the Varne, a shoal, and in his exertion he sprained a tendon in the right leg, but pluckily continued his task for another six hours, when he lost the use of the leg completely. Otherwise he was in good condition when he left the water at 8.15 p.m., nine miles off Cape Grizet and four and a half miles from the French coast, having kept afloat and drifted twenty-nine miles.

SOME time ago an order was given the garden coolies of the Afforestation Department at Mongkok to cut down certain trees for the purpose of thinning the forests, and giving the other trees a chance to grow. The coolies, being trained to the work, carried out their instructions, and seeing them at their work of tree-felling three independent unemployed coolies went to work in a different part and "thinned out" to such purpose that many valuable trees were demolished and removed. The consequence was that when Mr. Dunn, the Superintendent of the Afforestation and Botanical Department, went over last week he found the place had been "thinned" indeed, and much valuable timber lost. The matter was placed in the hands of the police, and as a result three coolies were arrested, one of whom appeared to be the overseer of this small gang. They had no defence whatever when placed before Mr. F. A. Hazeland, and the first man was sent to two months' hard labour and the other two to six weeks' hard labour.

FOR some time past the shrill of the Anglo-American press has been constantly informed, when presenting bills to customers, that the bills had been paid, and receipted with an unknown name. Last evening, on entering a shop near the Central Market he found therein a young employee of the firm who, it was believed by the shrill, was there to collect a bill. He that as it may, as soon as he saw the shrill he bolted and the latter bolted after him. It is then alleged that on being caught the man dragged the shrill, a man 65 years of age, up to the top of the market steps in Jubilee Street, and pushed him down to the bottom. The shrill was at once picked up and removed to the Government Civil Hospital, but as he was not very seriously injured though bruised and shaken was only detained for the night and discharged this morning. The culprit then tried to bolt, but a coolie caught and held him until the police arrived and arrested him. His case was this morning remanded by Mr. F. A. Hazeland for one week.

## THE FALL IN EXCHANGE.

SOME INTERESTING FACTS ON THE CAUSE.

The cause of the rise in exchange during the last two years, is, says the *Shanghai Times* of 31st ult., that while the war has been in progress, a considerable amount of Russian ruble notes and also of Japanese war notes have found their way into this country and consequently have formed an invisible export, which has had to buy silver to meet. Looking beyond our own sphere, the numerous South African gold mines have again commenced working operations. Consequently the immense production of gold has tended to cause a depreciation in the price of that metal and a consequent appreciation in the price of silver. And again, India for the last few years has had prosperous harvests, and has been a good and steady buyer of silver. That has taken the general trend of exchange up.

The rise in exchange during the last two weeks has been more especially caused by "bears" covering their short sales for the August settlement; and also to a small extent by speculation on the result of the Peace negotiations.

The general idea, now that Peace is an assured fact, is that exchange will find a lower level. The cause of the drop in yesterday's exchange is that bar silver was reported to be down for ready delivery and 1-8 down for forward delivery; and, with the news of Peace on top of this, importers commenced covering, with the result, that, before the day was out, half a million sterling was booked at rates ranging between 2 1/4 down to 2 1/8.

Although the general impression points to lower rates now that Peace is declared, still we must not lose sight of the fact that we are drawing close on to our usual period of "light money," which occurs at "China New Year" time. India will also again have to buy largely for her export season, which will soon be on her. Then, there is the question of the probable development of Manchuria, which will also require a vast amount of silver for the payment of necessary labour, etc. These three factors ought to bring about a higher level of exchange during the next three months.

## YI YONG-IK.

We (Korea Daily News) hear rumours to the effect that Mr. Yi Yong-ik is now the guest of Major Nodzu, adviser to the War Department.

In the meantime the Japanese Minister has, in a despatch to the Korean Government formulated an indictment against him and suggested some measures for diminishing his influence.

In effect, the despatch runs as follows:—  
"The present financial difficulties originated with Mr. Yi Yong-ik, who was the first to commence minting nickels."

"He has also always been formulating schemes to the detriment of the well-being of Korea."

"I have just received a despatch from my Government insisting that Yi Yong-ik be no longer allowed to occupy a place in the cabinet; but as before the receipt of these instructions I heard that Mr. Yi had been appointed to a provincial governorship I present the following conditions for the acquiescence of your Government: (1) Mr. Yi Yong-ik must always obey the instructions of the Home Office. (2) Mr. Yi Yong-ik may not return to the capital without sanction of the Japanese Minister. (3) Mr. Yi Yong-ik may not communicate directly with the Emperor. All his messages must go through official channels."

Now what will Yi Yong-ik do?

## GYMKHANA RACES.

The races held under the auspices of the Gymkhana Club, at the Happy Valley yesterday, were very successful. Among the large number of spectators were His Excellency the Governor, the Hon. Mr. Taft and Miss Roosevelt. Following are brief results:—

ONE AND A QUARTER MILE FLAT RACE, HANDICAP.—For all China ponies. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. Entrance fee \$3. 1st prize: presented by the Club. 2nd prize: \$25.

Mr. MacDonald's Highland, 1st 12 lbs. (2 lbs. o. w.) (Mr. Alderton) 1  
Mr. Darius' Bonaventure, 1st 12 lbs. (3 lbs. o. w.) (Mr. Gegg) 2  
Mr. J. E. Gresson's Drogheda, 1st 12 lbs. (3 lbs. o. w.) (Mr. Gresson) 4  
Mr. P. White's Beancake, 1st 11 lbs. (7 lbs. o. w.) (Mr. Gedge) 6  
Mr. P. Simcock's Mick, 1st 11 lbs. (3 lbs. o. w.) (Mr. Simcock) 6

Pari-mutuel paid \$8 70.  
LADIES' NOMINATION RACE.—Open to all comers.—Ladies and nominees start opposite the winning post. On the word "go" ladies get into richias and are wheeled by gentlemen to a table about 50 yards distant. Ladies get out of richias and trim a hat. When completed they again get into richias and are wheeled back past the winning post. Points given for best trimmed hat and speed. Competitors must supply their own richias. 1st Prize: A Cup presented by His Excellency the Governor; 2nd prize presented by the Club. Entrance Free.

Miss Langhorn ..... 1  
Miss Ide ..... 2  
Miss Roosevelt ..... 3  
GYMKHANA CLUB CHALLENGE CUP.—Distance, one mile.—Value \$50. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$15 to second pony out of the Club funds. At the conclusion of the Season a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. E. Owen's Grafion, 1st 10 lbs. (2 lbs. o. w.) (Mr. Gegg) 1  
Mr. MacDonald's Highland Laird, 1st 8 lbs. (Mr. Alderton) 2  
Hon. Mr. C. W. Dickson's Ca Cannyn, 1st 9 lbs. (Mr. Cruickshank) 3

Pari-mutuel paid \$34.90.  
POLO PONY BENDING RACE.—For all bona-fide polo ponies to be passed as such by the Committee of the Polo Club. Entrance fee \$4. 1st Prize: presented by the Club. 2nd Prize: \$25.

Highlander (Mr. Moxon) ..... 1  
Yellow Peril (Mr. Menzies) ..... 2  
Subterfuge (Mr. Gedge) ..... 3

HURDLE RACE CHALLENGE CUP.—Value \$50.—Distance about one mile. For all China ponies. Catch weights at 10 st. 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$15 to second pony out of the Club funds. At the conclusion of the Season, a Cup, value \$50, will be presented to the Owner of the pony obtaining the second highest number of marks.

Mr. W. J. Gresson's Glenburn 1st 10 lbs. (Mr. Gresson) 1  
Mr. N. H. Rutherford's Nomination 1st 11 lbs. (Mr. Simcock) 2

THREE-FURLONG SCURRY.—Catch weights for all China ponies. Entrance fee \$3. 1st Prize: A Cup presented by Hon. Sir Paul Chater, C.M.G.; 2nd Prize: \$25.

Messrs. MacDonald and Alderton's Banzai (Mr. Alderton) 1  
Mr. H. P. White's Beancake (Mr. Gegg) ..... 2  
Mr. P. Simcock's Mick (Mr. Simcock) ..... 3

Pari-mutuel paid \$7.10.  
The third item in yesterday's entertainment was the banquet given by His Excellency Sir Matthew Nathan, R.E., K.C.M.G., at Government House, at which 130 persons sat down. The lawn and the approaches to the house inside the grounds had been elegantly illuminated with myriads of Chinese and Japanese lanterns and electric lights. The dining-room was the ball-room transferred into a veritable indoor garden; for under the able superintendence of Mr. Dunn, Superintendent of the Botanical Gardens, into whose hands the room had been placed for preparation, had so disposed of plants and other oriental foliage in banks all around the sides of the room that when his labours were ended and the room ready for the table-layers' hands, it had all the appearance of an abode and gave the guests the feeling of dining out-of-doors. Special narrow tables had been introduced so as to economise space, and these were most daintily arranged with flowers, fruit and ferns, all set out in the most studiously negligent manner, while electric fans whirling everywhere kept the air deliciously cool. The Band of the Royal West Kents, which does such yeoman service for Hongkong entertainers, was stationed in the garden, in the position taken up for it at garden parties, and thus just the right distance from the house, played some very choice selections during dinner, which was, of course, a very elaborate affair, the appointment and service being excellent, and everything in perfect taste. After dinner His Excellency the Governor proposed the health of His Majesty King Edward VII. which was drunk with all the honours, after which in a happy speech he proposed the health of Mr. Roosevelt, President of the United States, coupled with the name of the President's daughter, present there with them. This was heartily responded to, and then the Hon. W. H. Taft replied in a speech rippling with point and not lacking in humour, in a style which those who have heard him speak at such functions will appreciate. The "Guests" and the "Host" having been in turn given and replied to, chairs were requisitioned and an adjournment made to the Parade Ground for the Tattoo.

Among those present, besides H.E. the Governor, Captain Arbutnot-Leslie, A.D.C., and Mr. R. A. B. Ponsonby, Private Secretary, were the Hon. W. H. Taft, Vice-Governor Ide, and the Misses Ide, General and Mrs. Corbin, six Senators, twenty-two Congressmen, Colonel Edwards, Lt. Col. Knight, Major Edie, Captains Thomson and Kelly, Captain and Mrs. Sluom, Miss Roosevelt, Miss Boardman, Miss McMillan, and seventeen ladies of the Congressional party, while local guests included Sir Francis Pigott, Chief Justice, Rear-Admiral and Mrs. Dicken, Hon. Mr. T. Sercombe Smith, Colonial Secretary, Colonel Darling, G.O.C., Sir Henry, Lady, and the Misses Berkeley, Hon. Mr. L. A. M. Johnston and Mrs. Johnston, Hon. Mr. and Mrs. Chatham, Hon. Dr. Clark, Sir Paul Chater, Mr. Justice A. G. 'ise and Mrs. Wise, Mr. and Mrs. Irving, Hon. Mr. R. Sheehan, Dr. Ho Kai, Hon. Mr. and Mrs. Gershom Stewart, Mr. and Mrs. Basil Taylor, Mr. Pollock, Venerable Archdeacon and Mrs. Bannister, Lieut.-Col. and Mrs. Price, Lieut.-Col. and Mrs. Bunney, Lieut.-Col. Fitton, Lieut.-Col. Josling, the members of the Consular Corps now in the Colony, Mr. Consul and Mrs. Lay, of Canton, His Lordship Bishop Pozzoni, and others.

THE TORCHLIGHT TATTOO.  
At last, and a great sigh of relief from the hearts of the vast crowd of anxious spectators in and about the New Parade Ground last night, greeted the gubernatorial party, including the Hon. W. H. Taft and Miss Roosevelt, as a considerable stir around the entrance to the ground, and the springing up to alertness of the wearisome waiting warriors, at length announced their arrival. The arrival of the Hon. Mr. Taft took place some little time after that of the other guests of the evening, no doubt due to the unaccustomed burden the chair-coolies had to bear in transporting the "Great" man from Government House, and that the effort was too much for them was manifested by the fact that when they laid down the chair immediately inside the grounds, and were ordered to go across they were unable to lift the chair again without the assistance of some of the men of the West Kents standing by. The grounds had been very well illuminated round the entire borders with festoons of Chinese lanterns, while the trees all round were studded with gigantic "fire flies" in the form of fairy lights. At the West end, with the Beaconsfield Arcade corner-building as a background a huge skeleton scaffolding had been erected, with the word "Welcome" picked out in electric light, but unlit, and on a signal that our distinguished visitors had arrived at the entrance to the grounds, on pressing a button it was intended to flash out this word of greeting; but a ludicrous incident here occurred, for "something went wrong with the works," and the spectators received a message reading "We come," and judging by the remarks heard on all sides, it was a heartily welcome message. Then suddenly the dark "I" flashed out and the word of greeting was complete. Considering that the visitors were over an hour late in putting in their appearance the first electric message bore a strange coincidental significance. Below this structure chairs and benches had been provided for the accommodation of the general public, a special portion being roped off and reserved for the N. C. O.'s and their wives and families. Outside, all around, the roads were packed with dense crowds of wondering Chinese, who were all agog to know what was on the tapis, while within the grounds it was estimated that some 7,000 people had assembled. As soon as our visitors had taken their seats on the raised ground to the south of the position, the tattoo commenced and a very weird spectacle it proved with tall, stalwart brown-visaged warriors of our Indian regiments tearing aloft their burning oil-soaked torches, which threw a strange glare around.

The proceedings opened with the "First Post" by the buglers of the 11th Infantry (Mogolian Regiment) and 11th Duke of

## THE GOVERNOR'S BANQUET.

Connaught's Own (Baluchis) while the troops all into place, and formed two lines, north and south of the ring, down which the Band of the Royal West Kent Regiment, playing a spirited air, marched, and was followed in turn by the pipers of the Hongkong and Singapore battalion, of the Royal Artillery which skirted out "Cock o' the North" in fine style, and the "Serenade" (native) Band of the 12th Baluchis (D.C.O.). Then came the torchlight procession itself, and led by the Bands mentioned, a march commenced round the entire length of the ring, the torches flaring and sputtering in the breeze, the whole *mise en scene* presenting an interesting, impressive and imposing sight, and one not easily to be forgotten. Under the big archway, one mass of lights up the uprights and cross-bar, marched the troops with their torches, dividing then into companies, and proceeding in double file, up the middle and down again, now meeting, now parting, as each company turned in the outward direction, and then down the open space between the troops marched the Bands each taking up the programme of marches in turn, while everything went off in a highly creditable and satisfactory manner.

The march over, the troops halted in double lines, the Band of the Royal West Kents giving "The Last Post," and as a grand finale the massed Bands, in grand time and precision, rendered "El Capitan," a spirited piece of orchestration. In it all there was but one thing wanting considering in whose honour the tattoo was organized, and that was at least a bar of the American National Anthem, as the distinguished guests left the ground.

"God Save the King" announced the close of the affair, and the torch-bearing troops having marched back to quarters, and thus cleared the way, a general rush was made to catch the trains, of which a string was standing waiting in Queen's Road, and the Kowloon Ferry, the Chinese crowd having, for the most part, by this time dispersed.

The gubernatorial party, with the Hon. Mr. Taft and Miss Roosevelt, and others of their party then repaired to the Hongkong Club where they were entertained at supper. And thus ended the functions organized in honour of our very distinguished visitors.

To-day Miss Roosevelt's party, as distinct from the Hon. Mr. Taft's, left for Taku in the U. S. A. T. *Logan*, en route for Peking, whither General Corbin is proceeding in that transport with a company of marines to relieve the present U. S. Legation guard in that city. Today the Taft party left at noon in the s.s. *Korea* for the States via Nagasaki.

THE S.S. "DAKOTA"

The misfortunes which accompanied the initial start of the great Northern Steamship Company's steamship *Minnesota* on her initial trip across the Pacific were duplicated to-day on her sister ship the big *Dakota*, says a Port Townsend despatch of 25th July. Each vessel suffered an accident to her machinery of sufficient magnitude to compel her to return before getting outside Cape Flattery. With the *Minnesota* the accident was in a measure lucky, for the company was enabled to change the destination and remove all possibility of trouble, while in the case of the *Dakota* the delay is a dead loss.

Despite the secrecy this company always throws about accidents, it can be stated positively that a serious accident befell the starboard engine yesterday and she was compelled to put back to port under a slow bell and in a dense fog, arriving just twenty-four hours after her auspicious start on her maiden voyage.

That the damage is of a serious nature is evidenced by the fact that after the *Minnesota*'s minor mishap involving but slight damage the company provided the *Dakota* with duplicate parts, a complete machine shop equipment and selected her engineer staff from men versed in machine work. After a brief delay here the vessel was ordered to Seattle.

THE INTERRED RUSSIAN WAR-SHIPS.

A VALUABLE FORCE.

The Russian war-ships now interned at neutral ports—the claim for the surrender of which has been abandoned by Japan—number 28 and are in themselves a considerable force. Of the total, 12 are interned at Hanghai—namely, the cruiser "Askold," gun-boat "Mandjur," destroyers, "Grozevov" and "Bodry," auxiliary cruisers "Vladimir," "Voronez," "Voroslav," "Korea" and two others, the torpedo store-ship "Suivir," and a water boat; 6 are at Tientsin—the battleship "Tzarevich," destroyers "Betratschny," "Beaupretshny," "Beshomny," "Smely," and "Boiky"; 3 at Manila—the cruisers "Aurora," "Oleg," and "Zemchug"; 4 at Chefoo—the destroyers "Serditsy," "Vlastny," "Skory," and "Stainy." There are also the cruiser "Diana" at Saigon, the armed cruiser "Lena" at San Francisco, and the armed cruiser "Terek" at Batavia.

SHIPPING AND MAILS.

MAILED FOR.  
English (Straits) 7th inst., 6 a.m.  
Australian (Australian) 8th inst.  
Indian (Catharine Apsar) 11th inst.  
American (Siberia) 13th inst.  
German (Bayern) 13th inst.

The s.s. *Lothian* sailed from Liverpool on 2nd inst. for this port, via usual ports of call. The N. Y. K. chartered s.s. *Callinax* left Bombay on 3rd inst., and is due here on 18th inst.

The British s.s. *Den of Mains* from London, &c., left Singapore on 5th inst., and is due here on 11th inst.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver p.m., the 4th inst., for Hongkong via the usual Ports of Call.

The Mogul Line s.s. *Sikh* from Liverpool and Glasgow sailed from Singapore on 4th inst., and may be expected here on 11th inst.

The Apar Co.'s s.s. *Callinax* from Calcutta left Singapore for this port yesterday afternoon, and may be expected here on 11th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* which left here on Thursday, at 2 p.m., arrived at Singapore on Monday, at 7 p.m.



## TELEGRAMS.

## Opium Sales

IN CALCUTTA.

The ninth Government Sale of opium was held in Calcutta yesterday. The following prices were realised:—

New Patna ... Rs. 1,458  
New Benares ... 1,425  
Two thousand chests of each were sold.

[Reuter's.]

## France and Morocco.

LONDON, 4th September.

The French ultimatum to Morocco expires on the 5th instant.

## The Tsar's Telegram to General Linevitch.

"The Tsar's telegram to General Linevitch says: 'Japan has yielded to all the Russian conditions.'"

## The Liberals and the Anglo-Japanese Alliance.

Mr. Asquith speaking at Abercromby said, speaking in the name of the Liberals, the Anglo-Japanese alliance was entirely approved of by the people of Great Britain, and had become part of the Liberal policy.

## The Treaty of Peace.

5th September.

The treaty of peace was to be signed at Portsmouth yesterday afternoon at 5 o'clock, and is to be ratified in fifty days.

The Japanese plenipotentiaries expect to leave to-day, and the Russians on Wednesday.

## Cholera in Prussia.

The cholera is increasing in Prussia.

## DIKE PREDICTIONS.

Hoboken, N. J., July 24.—Professor Gustave Meyer of Hoboken, the "nation's counselor," is predicting all sorts of dire things at home and abroad, from hot weather and earthquakes to an accident to President Roosevelt, all of which, however, the astrologer hopes may not prove true. This is what he has to say:

"As a young American astrologer I wish to state that great and destructive electrical storms or atmospheric disturbances will occur on the 25th and 28th inst. and that it will be highly advisable for all seafaring vessels to remain in port and for all those who intend to go down to the sea in ships to postpone their voyage on these dates and I then have confidence that much loss of life and property can be saved.

"I wish it to be distinctly understood that this weather report is positively unofficial, as it is purely astrological, as I have no connection with the United States Weather Bureau. I might add, in passing, that we will have summer this year way into November and that the month of August will prove to be one of the hottest months on record, and as a result the mortality will be unusually large and remarkable destructions by fatal electric storms and atmospheric disturbances will be much in evidence and will cause great loss of life and property throughout the East and the West in particular.

"Further, speaking of coming events, I find that the slary messengers signify and impart to me the fact that during the autumn months Russia will be quite unfortunate and will continue in warfare until the new year. Then she will experience relief from her troubles, both internal and external, and the birth of a new republic will occur in Russia.

"During October great earthquakes will visit Japan and swallow up hundreds of Japanese, and will seriously affect New York and I fear that the Brooklyn bridge will be in great danger of being consumed by electricity and great calamities will occur in mines and underground amusement places and we shall hear of the fall of a public building. Therefore it would be well for all building inspectors to be more cautious than usual.

"Speaking of Broadway in New York, I fear that the bit of the subway occupied in an evil hour and great calamities are indicated to occur in the subway during August and October, and I fear that the waters of the Hudson will rush in.

"I would advise both the authorities of the Brooklyn bridge and the subway to be more cautious than usual.

"In conclusion I will state that the greatest danger of earthquake and calamities to the Brooklyn bridge, as mentioned, I fear will occur on October 8. On that date, I might also add I fear that the life of President Roosevelt will be in jeopardy and that he will be in very great danger of meeting with a serious and peculiar if not fatal accident to his knees, similar to if not worse than that which I predicted for him in his Pittsfield, Mass.,rolley mishap. I would advise President Roosevelt to remain as quiet as possible and to be more cautious than usual on October 7.

"During October and November England will be quite unfortunate and I fear she will experience much trouble relative to uprisings in India, which, I judge, will last for a period of seven years. Therefore it would be well for the English Government to be well prepared for war.

"England will yet prove to be one of the most sincere friends to the United States of all the nations on Mother Earth."

## THE SHANGHAI FLOOD.

In an interview with a representative of this journal this afternoon, regarding the damage done by the recent typhoon and resulting floods in Shanghai, a passenger who arrived to-day by the S.S. *Tartar* said that although the damage had been on some sides estimated at from 7,000,000 to 10,000,000 taels, he thought from a cursory view of the damage and general appearance the amount actually suffered would on final assessment prove considerably less. The streets were everywhere flooded waist-deep, while the Race Course was inundated to a depth, by actual measurement, of six feet, some tall shrubs barely showing above the water, while large numbers of palms were washed up by the roots, and were to be seen floating higher and thither about the streets. The basements of houses, shops and offices were flooded to the depth of several feet, while many godowns, filled with bales and cases of goods, either imported or ready for export, were transformed into miniature lakes on which the valuable merchandise was washed to and fro. The rain fell in torrents, and the floods washed away portions of the Woosung-Shanghai Railway so that traffic was stopped, and nothing could reach Shanghai, or leave it for Woosung by water. With all the wind howled and blew car boats in the swell of the rising tides, high and almost dry in the paddy fields along portions of the banks of the river, while smaller craft, such as sampans and small junks, were carried bodily inland. The Astor House Hotel was so surrounded with the flooding water that the only means of arrival at and departure therefrom was by means of boats. A launch made three attempts to transport our informant to the *Tartar*, but being unsuccessful he was compelled to stay at Woosung "hotel" for 21 hours, and there he saw a large shed, built for the storage of Woosung-Shanghai Railway goods, washed entirely away. Among the shipping the damage was considerable among the smaller craft, but the bigger vessels appeared able to weather the storm without suffering to any great extent. In one godown, which he passed in a boat, he saw a considerable mass of what had once been bags of rice and sugar, but was then a sort of indescribable pulp.

A visit was also paid by our representative to the S.S. *Empress of Japan*, but those on board had nothing in the way of news to impart later than that already appearing in our telegraphic columns. No one was able to get ashore, and no papers were taken on board.

## "N. C. D. NEWS" REPORT.

The N. C. D. News of 2nd inst. reports: The flood tide yesterday was the highest in Shanghai this year, and, together with the strong north-easterly gale prevailing, was answerable for some unusual sights on the river front and about the Settlement. At the approach to the Garden bridge from the Bund the road was flooded half-way across, the new extension of the 'Public Garden' was almost entirely under water, and the asphalt paths were converted for the time being into shallow streams. Opposite the Shanghai Club the Bund lawn was submerged and sampans and other craft were carried on to the grass. The Yangkianyang was near the point of brimming over, and on the French side, coolies and native children paddled gleefully on the pavement. Some even took the opportunity to have a swim between the pontoons. Near the godowns four trees were overturned, the C.N.S. *Shantien* was able to get in almost to the foreshore, while coolies bringing the cargo from the C.N. river steamer *Kintling* had to wade along planks to the pontoon. Water streamed through the passages between the godowns in front of the China Merchant Company's wharves, on to the road beyond, and the wharves themselves were flooded to the depth of three or four inches in places. The pontoons all along the foreshore stood out stoutly against the extra strain, and the damage done was of quite a minor character. The Ningpo steamer *Peking* was carried considerably out of her course when rounding the Point on her inward journey, but no serious accidents were reported in connection with river traffic. The Ningpo steamer did not leave yesterday afternoon.

During the afternoon the typhoon increased in force, and the waters from being high became rough. Floating wreckage off the gardens indicated the break up of some native craft and rather belated endeavours were made to tow away the fleet of yachts and other light craft to safer anchorages.

Many of the back streets of the Settlement were flooded by the rising of the water in the creeks and surface drains, and enterprising coolies made a small harvest by carrying passengers across the flooded places. A good many trees were blown down, and the matting protection in front of Union Church was swept away.

The Huangpu rose still further in the night. At 1 a.m. a representative who went for a stroll on the Bund found himself up to his knees in water before reaching the Shanghai Bank. At this point two trees were lying across the roadway and rickshaws were endeavouring to make their way through the yellow stream which came up to their axles. Some pedestrians were angrily calling sampans. Another was seen to be stuck at the side of the road. The ricksha which he was in had slipped back to the curb and the unfortunate coolie was unable to drag it out.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 6th at 12.25 p. The barometer has risen over the Philippines.

Pressure is slightly above the normal over S. China and the Philippines with slight gradients for E. and SE. winds over the N. part of the China Sea.

Forecast:—moderate E. winds; fair.

Returns from the North are equally lacking.

## PRISON REFORM.

IN CHINA.

The Canton correspondent of the N. C. D. News writes to our Shanghai contemporary on the subject of prison reform as follows:—

The native Press of the South of China has become thoroughly imbued with an aggressive spirit in the matter of prison reform. It seems to us, however, that the obstacles to improvement and amelioration, are not adequately appreciated. Yet they lie directly across the pathway, and must seriously interfere with any changes for the present, and make fundamental changes difficult. From the Hongkong prison the prisoners can never hope to escape, because of the character of the building itself. Its perfect cells, its strong walls, its keen-eyed wardens, make escape impossible. It is well known that Chinese prisoners are kept within loathsome dens by means of fetters only. Were the manacles and chains knocked from the arms and legs of the men, in the evening, and they were shut up together in their usual wards, it is extremely improbable that they would be found therein on the following morning. Nor, in order to escape, would they need to be endowed with the cunning nor possessed with the genius of Jack Sheppard. Moreover, the wardens need not follow the merciful course adopted by Im Lo Wong, the ruler of the prisons of Hades, who on the first fifteen days and nights of the Chinese seventh month, allows his doors to stand wide open. Chinese prisoners are so old, so flimsy, so low, and so ramshackle, that nothing more would be needed, were the prisoners unshackled, than to make a hole through the low roof, and Indian file, to march straight away. Therefore before any solid prison reform can be effected, those who advocate this desideratum must agitate for an entirely new type of building, whose strength shall be, in itself, a guarantee for the safety of those who are incarcerated therein, and whose dimensions shall be sufficiently ample to avoid the shocking herding together which to-day is such a serious blot on Chinese prison life. Can it be reasonably hoped that the Government, which badly needs funds for the ordinary administration of the country's affairs, as well as, in particular, to develop the army and to resuscitate the defunct navy, will be induced to set apart large sums for this purpose? or even give serious attention or sympathy to those who are advocating the change? We do not say that it is impossible to cherish the hope. But we fear that at present there are flimsy grounds for believing that anything serious will be attempted; yet it is obvious that in all prison reforms this must take the premier place.

If there is to be radical prison reform, this will necessitate the removal of the present staff of prison officials, specially wardens. They are without heart, without training, and without moral fibre. Indeed from much that one may read, and something that one may observe, a considerable amount of misery is inflicted on the unhappy prisoners through the unlicensed impositions of those who, at little pay, and less fitness, secure the posts of wardens in the several prisons. Caring little for the sufferings of others in general, and less for the feelings for the hated class of prisoners in particular, but much for the squeezes which they can fleece from those over whom they rule, and more for opportunities of promotion, their chief recommendation for the positions in which they are placed is that, at all hazards, they will keep their prisoners in safety. Without apparently, being guided by strict regulations, or supervised by competent superiors, or supervised by competent superiors, they now enjoy large powers, which they use to further their own ends and fill their own pockets. To remove the present generation of wardens, and supply their places by efficient and humane men, were the necessary prisons provided, seems at present almost a hopeless task. True, a new set of regulations, unflinchingly pressed upon the wardens, for their guidance, would do something; but even then it is feared that some of the unauthorised barbarities would be continued, and consequent misery experienced by those who are incarcerated.

The present system of hard labour in vogue in Hongkong has, apparently, been noticed by the native officials, at least by those who advocate prison reform, and has called forth much commendation. This system was initiated, we believe, by the Hon. F. H. May, C.M.G., when he held the post of Captain Superintendent of Police in the Colony. It has been found not only to work well, but also to be remunerative. Something of the kind has been suggested as necessary to the successful conduct of Chinese prisoners, whereby men may be employed at work which shall be financially remunerative. At present, manacled as they are, some of the prisoners devote their time to the manufacturing of articles of use, too often, alas, conducted with the use of the opium pipe. These are sold and the money shared between the maker and the wardens. It would of course be possible to do something along these lines. The calling of criminals might be ascertained, and men skilled in a certain trade might be massed together, and condemned to hard labour, whereupon they would not be entirely dependent on the State for their keep.

On the whole this aspect of prison reform does not present so many difficulties as some others appear to offer. The recommendation that fines should be inflicted for minor offences is the last point which we shall pass under review. It seems Utopian in the present condition of Chinese society, to allow thieves to escape with a fine. Many breaches of peace which come into the law courts in England, are offences against the person. These, in China, are generally settled through the offices of the middleman, after a long flow of circumlocution, over a feast amidst the racket of Chinese crackers. A large percentage of prisoners in Chinese prisons, are robbers. It would seem impossible therefore to allow these to get off with the imposition of a fine, which would be joyfully paid by the guild, of which any thief was a member, out of the general booty that falls to the lot of the entire gang. Nor would the infliction of a fine be a satisfactory deterrent in the present condition of moral and social progress. This suggestion must be laid aside as impracticable. On the whole then prison reform embraces many difficulties. It can only be effected by gradual improvements, as we moved along in the West. What now should be insisted on is that torture should absolutely cease; and the unlicensed powers of wardens be severely curtailed. These two reforms effected, much good would follow.

## THE TORPEDO-BOAT AT SEA.

INTERESTING U.S. NAVY EXPERIMENT.

A Washington dispatch, of the 1st ult., says: The U.S. Navy Department has ordered a flotilla of six torpedo-boats to prepare for an immediate journey to the Philippines. This will mean a voyage half-way around the world for little vessels not seemingly adapted for an extended cruise. A flotilla of torpedo-boat destroyers, much larger vessels, left Hampton Roads in December 1903, and required four months to make the long journey to the Far East. The experiment of sending these craft round the world across the seas was watched with great interest by naval experts of every nation, for the question of their seaworthiness was a very important one, not to speak of their limited coal capacity and the narrow quarters in which their crews were forced to live for so long a period. If this flotilla of destroyers excited such interest, the voyage of torpedo-boats not half the size will be a more interesting and not less important experiment. While the destroyers were each of 420 tons displacement, 245 feet in length and of 8,000 horsepower, the dimensions of the torpedo-boats to be sent to the Philippines are as follows:—

	Displacement.	Length.	Horse-power.
"Bagley"	167 tons.	157 ft.	3,920
"Barney"	167 tons.	157 ft.	3,920
"Biddle"	167 tons.	157 ft.	3,910
"Shubrick"	165 tons.	175 ft.	3,000
"Thornton"	165 tons.	175 ft.	3,000
"Tingey"	165 tons.	175 ft.	3,000

The boats of the destroyer fleet each carried a crew of sixty-four men, while these smaller craft have crews of only twenty-nine each. But in both cases the quarters are exceedingly small, the ventilation is bad, and the spare for supplies is necessarily cramped. Living under such circumstances for four months is enough to try the patience of even the most exemplary seaman.

Besides the violent tossings to which so small a boat will be subjected at sea must be added the vibration caused by powerful engines, a combination trying to the strongest nerves. The selection of the crews, therefore, becomes an important matter. Then, too, the boats must all be specially prepared for the voyage. The hull must be specially braced and the decks protected. These tiny boats will oftentimes be entirely smothered in the seas, with waves washing their decks two or three feet high.

To protect the officer on the bridge strong brass cages are being built, which will completely envelop the bridge. As in the former case when the cruiser "Buffalo" conveyed the fleet; one and perhaps two ships will accompany this flotilla to render aid when necessary. The vessels to perform this duty have not as yet been designated.

The course to be taken by this second fleet will be the same as that followed by their predecessors. There were at that time two courses under consideration across the Atlantic, one being much more to the southward than the other.

The route which will probably be taken and the distances from point to point where the torpedo-boats will take on coal and supplies is as follows:—

	Miles.
Hampton Roads to Charleston, S.C.	488
Charleston to Key West	689
Key West to Nipe Bay, Cuba	525
Nipe Bay to Cape Haytien	247
Cape Haytien to San Juan	425
San Juan to Culebra	60
Culebra to St. Thomas	25
St. Thomas to Barbadoes	514
Barbadoes to Cape Verde Islands	7,349
Cape Verde Islands to Canary Islands	1,008
Canary Islands to Gibraltar	806
Gibraltar to Algiers	430
Algiers to Malta	704
Malta to Port Said	1,075
Port Said to Suez	100
Suez to Aden	1,508
Aden to Bombay	1,888
Bombay to Colombo	1,036
Colombo to Madras	668
Madras to Penang	1,474
Penang to Singapore	480
Singapore to Bangkok	956
Bangkok to Manila	1,660
Total	19,115

A saving of some 700 miles can be made by steaming from the Azores instead of the Cape Verde Islands in the passage across the Atlantic. If this fleet of the smallest type of fighting vessels is successful in making this trip, it will solve an important problem for all the naval Powers, especially since the battle of the Korean Straits where the value of torpedo-boats and destroyers was so admirably demonstrated.

It is hoped that this voyage may be as easily performed as the other. The destroyer flotilla left Hampton Roads on December 12th, 1903. In rounding Cape Hatteras the little fighters encountered a gale, but weathered it so bravely that all hands were encouraged. The various ports were made almost on schedule time, as had been planned by Lieut. H. Chandler, who was in command of the fleet, and the whole voyage of four months was completed without a single mishap or the health of any of the crew being impaired. The exact date for the sailing of the second flotilla has not been fixed, but it is certain to be within the next two months. When these boats reach Manila the United States will have a larger force of torpedo-boats in Asiatic waters than any other Power.

JAPANESE girls and women continue to arrive in large numbers at Newchwang, and the Japanese authorities at the port are taking steps to check this undesirable immigration. They have prohibited the opening of new tea-houses by Japanese, and no licences for geisha or waitresses will be granted on and after the 1st September.

## THE FLEET OF CAPTURED MERCHANT VESSELS.

Since the outbreak of the war over fifty foreign steamers have been captured by the Japanese Navy and confiscated by the Prize Court. Of this number, seventeen vessels are now in service. The *Raihu-maru* (late Russian steamer *Argun*) has taken the place of the *Shibata-maru* as a light-house tender under the Department of Communications. The *Shibata-maru* was lost in the blocking of Port Anhur. The Russian whaler *Michael* has been taken by the Department of Agriculture and Commerce, and chartered to a private syndicate. With the exception of these two, all others are in the service of the Navy as transports, hospital ships, or storeships. Now that peace is restored and these vessels are no longer required, they will be disposed of, together with all other captured steamers, by public tender. The names of the captured steamers now in service are as follows:—

Present Name	Former Name	Tons.
Saishu-maru	Russia	3,312
Kwantung-maru	Manchuria	6,103
Raihu-maru	Argun	2,485
Karasaki-maru	Platerinovsk	5,527
Hoten-maru	Mukden	1,567
Manchu-maru	Manchuria	2,937
Chonan-maru	Fuping	1,392
Roetsu-maru	Georgi	179
Angawa-maru	Angara	2,700
Seibei-maru	Severus	3,307
Kasato-maru	Kasara	2,670
Rekisan-maru	Alexander	261
Matsuyama-maru	Sungari	2,000
Nagara-maru	Nogata	200
Yaura-maru	Veteran	1,119
Hokuyo-maru	Potek	399
Ikuta-maru	Ninguta	399

—Japan Chronicle.

## COMMERCIAL.

LONDON'S EXCHANGE.

	Sell.
London-Bank T.T.	111 1/4
Paris demand	111 7/16
London-Bank sight	111 1/4
France-Bank T.T.	245
America-Bank T.T.	47 1/2
India-Bank T.T.	150
Do. demand	145 1/2
London-Bank T.T.	7 1/2
Singapore T.T.	9 1/2
Japan-Bank T.T.	95 1/2
Java-Bank T.T.	137

Buying.

1 month's sight L/C.	111 11/16
3 months' sight L/C.	111 13/16
30 days' sight San Francisco & New York	48
1 month's sight do.	48 1/2
30 days' sight Sydney and Melbourne	111 15/16
4 months' sight France	245
1 month's sight do.	245 1/2
4 months' sight Germany	20 1/2
1 month's sight do.	20 1/2
4 1/2 Silver	28 1/2
Bank of England rate	2 1/2
Sovereign	10 1/2

Today's quotations are as follows:—

	Per picul
Malwa New	1,100
" Old	1,180 1/2, 1,200
" Older	1,250 1/2, 1,275
" Oldest	1,300 1/2, 1,350
	Per chest
Patna New	1,035
" Old	1,067 1/2
" Older	1,015
" Oldest	1,037 1/2
Patna (Upper)	1,080 1/2

## Today's Advertisements.

FOR HAVRE AND HAMBURG, VIA SINGAPORE, PENANG AND COLOMBO.

THE Steamship

"RHENANIA,"

Captain Förck, will be despatched for the above Ports, TO-MORROW, the 7th instant, at 10 A.M.

The Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor and Stewards.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th September, 1905. [902]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY ARCAR,"

Captain J. G. Olifent, will be despatched for the above Ports, on TUESDAY, the 12th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED Agents.

Hongkong, 6th September, 1905. [896]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"ZAIDA,"

Captain C. Willis, will be despatched as above, on WEDNESDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 6th September, 1905. [903]

THEATRE ROYAL, HONGKONG.

Lessee and Manager, Mr. W. HOLLINWORTH.

TO-NIGHT (WEDNESDAY), 6th September, GRAND CHANGE OF PROGRAMME.

Doors Open at 8 P.M. Commence at 9 Sharp.

Under the direct patronage of His Excellency the Governor, Sir MATTHEW NATHAN, K.C.M.G.

THE FAMOUS GAIETY STARS, POLITE VAUDEVILLE.

NEW SONGS, NEW DANCES, NEW PICTURES.

ONLY ONE OPINION: THE BEST SHOW YET SEEN IN HONGKONG.

Special late Trams to Peak and elsewhere.

Box Plan at the ROBINSON PIANO Co. Price ... \$3, \$2 and \$1.

Mr. JAMES MORGAN, Business Representative. Hongkong, 6th September, 1905. [877]

## Artimations. SPECIAL SALE

AT ROBINSON'S OF PIANOS, PIANOLAS, MUSIC AND MUSICAL INSTRUMENTS OF ALL KINDS PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound and reliable, and are

GUARANTEED FOR THE CLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

## UPRIGHT PIANOS

Maker	Sale Price	Former Price.
Lunan	\$150	\$475
Cabin Piano	180	250
Hopkinson	290	480
Pleyel	295	625
Own Make (R. P. Co.)	300	450
Schiedmayer	320	600
Kirkman	325	480
Stuart	335	450
Rosenoranz	350	600
Own Make (Over Strung)	385	500
Broadwood	400	600
Spaehe	400	500
Collard	500	700
Haake	525	800
Rachals	575	750
Krauss	585	650
Hopkinson	600	750
Winklemann	675	750
Steinweg	700	850

GRAND (Small & Large) PIANOS. Collard ... \$300 formerly \$650

Broadwood ... 380 " 700



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TEENKAI"	6th September.
GLASGOW AND LIVERPOOL	"DIOMED"	14th "
GLASGOW AND LIVERPOOL	"KAISOW"	14th "
GLASGOW AND LIVERPOOL	"DARDANUS"	21st "
GLASGOW AND LIVERPOOL	"TYDEUS"	28th "
GLASGOW AND LIVERPOOL	"CHINGWO"	28th "
GLASGOW AND LIVERPOOL	"KINTUCK"	5th October.

S.S. "Teenikai" left Singapore on the evening of the 1st inst., and is due here on the 6th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	18 October.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	28th September.
	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th September, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

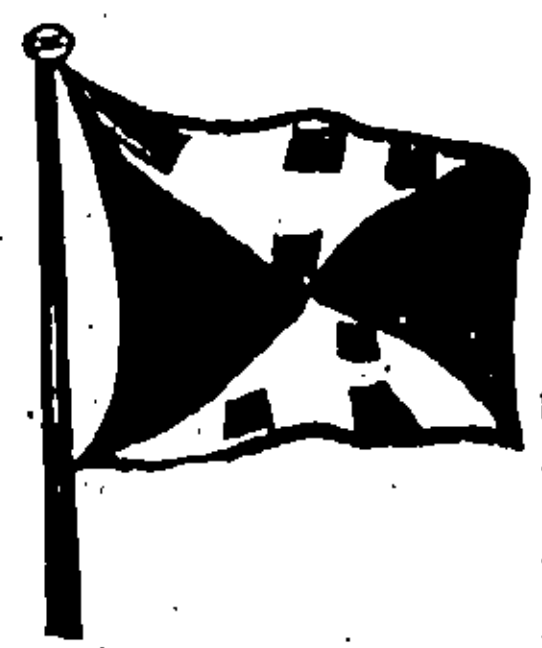
TSINGTAO, CHEFOO & NEWCHWANG	"KASHING"	8th September.
CEBU AND ILOILO	"SUNGKIANG"	8th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY AND MELBOURNE	"CHANGSHA"	23rd "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th September, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon and staterooms—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 9th Sept., at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 16th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 2nd September, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SIERRA BLANCA"	20th September.
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 4th September, 1905.

BOO CHEONG,  
STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclopedia  
and Ellipse Dupliator.

Hongkong, 31st February, 1905.

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
48, DES VOUX ROAD.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 320.

[6]

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.  
If tide permits.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single,  
30 cents; Return, 50 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 13th June, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.Passage Fare—Single Journey \$4  
Meals ..... \$1 each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SINGAPORE, SRABAYA & SAMARANG, ONSANG	.....	FRIDAY, 8th Sept., 3 P.M.
MANILA	.....	LO-NGSANG, FRIDAY, 8th Sept., 4 P.M.
SHANGHAI	.....	KWONGSANG, SATURDAY, 9th Sept., 3 P.M.
TIENTSIN	.....	WOSANG, SATURDAY, 9th Sept., 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply toJARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 5th September, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagemann	September 26th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, "
"ARABIA"	4,483	Metzenhain	November 7th, "
"ARAGONIA"	5,198	Ernst	.....

The S.S. "Nicomedia" left Portland on August 17th, and is expected to arrive here on or about  
September 16th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship "ISCHIA," Captain Coglioli, will be despatched as above, on SATURDAY, the 9th September, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 4th September, 1905.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, ANTWERP AND LONDON.

THE Steamship "MERIONETHSHIRE" will be despatched for the above Ports, on or about the 15th September.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., Agents "Shire" Line.

Hongkong, 31st August, 1905.

## TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

## "YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

## FARES:

First class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

Second " " " " 0.50

Third " " " " 0.30

Breakfast, Tiffin or Dinner \$1 each only.

Wines and spirits of the best brands are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. "Pisces."

For further information, apply to the Office of YUK ON S.S. CO., LD., No. 216, Wing Lok Street, Hongkong, or to Messrs. WENDT &amp; Co., Canton Agents. S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SATSUMA" 30th September, 1905.

"WRAY CASTLE" to follow.

For Freight and further information, apply to DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 30th August, 1905.

## Shipping—Steamers.

## THE AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE," Captain Campbell, will be despatched for the above Ports on or about THURSDAY, the 7th inst.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 6th September, 1905.

## COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE, DUNKIRK AND ANTWERP (DIRECT).

Calling at SAIGON, SINGAPORE, COLOMBO and PORT SAID.

THE Company's Steamship

"LAOS," Captain Abel, will be despatched as above, on or about the 7th September, 1905.

This Steamer has Accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to G. DE CHAMPEAUX, Agent.

Queen's Building, Hongkong, 2nd September, 1905.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisement is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Prices for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMME.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD., 1, Ice House Road, Hongkong.

## CHANNEL TUNNEL.

REVIVAL OF THE SCHEME.

FRENCH ENTERPRISE.

There is at the present moment a great revival of interest in France for the continuation of work on the tunnel which is to join the two great neighbouring and allied countries—France and England.

The "Societe Francaise du Tunnel Sous-Marin" was founded with the approval of the French Government, on August 2, 1875. The capital was 2,000,000f., divided into 400 founders' shares of 5,000f. each. The capital, having been realised, the company commenced work at once. The point for the French end of the tunnel is situated at one kilometre away from the little village of Sangatte, and about 10 kilometres from Calais. Works were constructed on this point, containing machinery similar to that used in boring mines, and after preliminary experiments, a vertical circular shaft or well was bored, 60 metres in depth, from the bottom of which the piercing of the tunnel was begun.

But soon the 2,000,000f. capital were entirely exhausted by the necessary costly experiments. The founders therefore subscribed a further 500,000f.

Thanks to this new capital the problems involved by the great work were studied more satisfactorily. At present—the experiments cannot be said to have reached the desirable state of perfection, for they are at the mercy of progress, which always marches onward, and of new inventions and improvements in the implements used for boring.

In 1881 the work stopped, owing to Parliament throwing out the Bill, asking for powers to construct the English side of the tunnel. At this period a length of 1,830 metres had been already pierced on both sides. The work of cutting under the sea had progressed at the rate of 25 metres a day.

This, then, is the actual state of the tunnel to-day.

The engineer of the works at Sangatte, M. Ludovic Breton, has been studying the work for twenty-seven years, and has adopted all the recent inventions and perfection in tools. To-day, if the work be renewed, they will be able to bore much faster than 25 metres a day.

Owing to the friendly relations now in existence between the two countries, M. Sautaux, chief engineer of the Chemin de Fer du Nord, and M. Javary, engineer of the Maritime Service of the railway, went recently to Sangatte. Under the guidance of M. Ludovic Breton, they explored the Sangatte works, with the intention of arranging a project of joining the land entrance of the tunnel with the Northern France railway line.

CONTROLLED BY SOLDIERS.

Lord Lansdowne's reports on the subject is a profoundly interesting document. Its gist is contained in paragraph 16: "Holding these opinions, we have no course open to us except to recommend that this enterprise shall not be prohibited on merely political grounds; and that it be allowed to proceed, subject to the ordinary Parliamentary examination by Committees." He goes on to say (paragraph 137): "The conditions under which that sanction ought to be given can scarcely be defined with precision until the details of the project are before the public," and continues (paragraph 139): "We desire, however, to express our opinion that the exit of the tunnel and its approaches should be placed under the exclusive control of the military authorities."

The apprehensions of danger are stated by Lord Lansdowne as follows:—

(1) A willingness on the part of the Power in possession of the French end of the tunnel to attack this country treacherously, at a moment when our international relations could afford no indications of the imminence of such an attack.

(2) The passage of an invading force under circumstances which would enable it to elude notice from the time of its dispatch up to the moment of its arrival at the Dover works.

(3) The simultaneous seizure by surprise of the whole of those works.

(4) The success of this enterprise with such rapidity and completeness as to render it impossible for the defenders to put into operation any of the manifold appliances for the destruction or temporary disabling of the tunnel.

(5) The neglect, on the part of the military authorities, of all the most obvious precautions for the safety of a place which, according to their own representations, would be of cardinal importance to the security of the nation.

(6) The inopportune interference of the defence of the country.

As to these apprehensions, the minority say:—"The presence of most of these conditions, regarded separately, appears to us highly improbable. That the whole of them should concur, we believe to be so nearly inconceivable as to justify us in dismissing from our minds any apprehensions founded upon such a hypothesis."

QUESTION IN PARLIAMENT.

Lord E. Fitzmaurice asked the Secretary to the Board of Trade whether any communications had recently taken place in regard to the construction of the Channel Tunnel between the British and French Governments, and whether it was proposed by his Majesty's Government to continue the prohibition which had for so many years prevented the further progress of the works on the British side of the Channel.

Mr. Bonar Law: I am not aware that any communications have recently taken place or that anything has happened to alter or modify the position which has been assumed with regard to this matter. (Hear, hear.)







## Mails.



**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN AND SOUTH AFRICAN PORTS.)  
T H E Steamship

## "BENGAL"

Captain W. W. Cook, R.N.R., carrying His Majesty's Mails will be despatched from this for BOMBAY, on SATURDAY, the 6th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,522 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Malta*, due in London on the 22nd October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 26th August, 1905.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BOR-

DEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"  
Captain Aillard, will be despatched for MARSEILLES on TUESDAY, the 19th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Dumbia* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—  
S.S. *POLYNESIE* ..... 3rd October.  
S.S. *CALEDONIE* ..... 17th October.  
S.S. *OCEANIE* ..... 31st October.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 6th September, 1905.

**NORTHERN PACIFIC LINE.**  
**BOSTON STEAMSHIP COMPANY.**  
**BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Lyla</i> .....	4,417	G. V. Williams	At Sept. 15
<i>Phelades</i> .....	3,753	F. G. Purington	Oct. 7
<i>Shawmut</i> .....	9,606	E. V. Roberts	Oct. 14
<i>Tremont</i> .....	9,606	T. W. Garlick	Nov. 4
<i>Hyades</i> .....	3,753	Geo. Wright	Nov. 11

1 Cargo only.  
Steamer marked (\*) have no second-class passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 24th August, 1905.

## ACHEE & CO.

ESTABLISHED 1859.

## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

Telephone 256.

## To Let.

## TO LET.

N<sup>o</sup>. 15, KNUTSFORD TERRACE,  
KOWLOON.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 5th September, 1905. [900]

## TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.  
No. 1, RIFON TERRACE,  
FLATS in MORETON TERRACE, facing  
Polo Ground.  
OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 19th August, 1905. [69]

## TO LET.

N<sup>o</sup>. 3, MACDONNELL ROAD.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 19th July, 1905. [755]

## TO LET.

GODOWN N<sup>o</sup>. 3, NEW PRAYA, Kennedy  
Town.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 27th June, 1905. [692]

## TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.  
Apply to—  
H. N. MOUZY.  
Hongkong, 4th May, 1905. [527]

## TO LET.

SEMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with Fine  
Bright and Airy Rooms. GAS and ELECTRIC  
BELLS laid on. Commanding fine view of the  
Harbour.  
Rents very moderate.

Apply to—  
H. RUTTONJEE,  
No. 5, D'Agular Street,  
37 and 38, Elgin Road, Kowloon.  
Hongkong, 5th June, 1905. [627]

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

General Managers.  
SHEWAN, TOMES & Co.,  
Hongkong, 7th March, 1905. [50]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1903. [57]

## FOR SALE.

## INCANDESCENT

## GASOLINE

## LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

## INCANDESCENT

## MANTLES

## CHIMNEYS,

## GLOBES,

## SHADES, &amp;c.,

for  
GASOLINE AND GAS  
LAMPS

at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

## TAI KWONG CO.

56, Lyndhurst Terrace,  
Hongkong, 2nd May, 1904. [54]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	{ £1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ £1 15/- @ exchange 1/10 = \$18.66.67 for first half-year 1905 .....	5 %	{ \$880 buyers London £89 \$38 buyers
National Bank of China, Limited .....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903 .....	...	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,400,000 \$1,739	\$150,494	\$17 for 1903 .....	5 %	\$340 sellers
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,566 \$371,445	Nil.	\$44 for year ended 30.4.1904 .....	5 1/2 %	\$382 1/2
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904 .....	8 %	Tls. 82
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$1,850,000 £20,000 \$377,749 \$393,111 \$846,773 \$750,000 \$5,830	\$2,078,997	\$35 for 1903 .....	4 1/2 %	\$770
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$1,000,000 \$218,093 \$2,241 \$1,700,505	\$486,284	\$12 and \$3 special dividend for 1903 .....	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$218,093 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903 .....	8 1/2 %	\$85 sales
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$218,093 \$2,241	\$360,372	\$34 for 1903 .....	10 1/2 %	\$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$5,000 \$181,000 \$85,439	\$8,832	\$1 for 1904 .....	5 %	\$20
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$500,000 \$145,376 \$120,000	Nil.	\$2 for year ended 30.6.1904 .....	5 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$500,000 \$145,376 \$120,000	18.04	\$1 for first half-year 1905 .....	7 1/2 %	\$26 1/2
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	{ £241,150 £3,999	£4,435	12/- @ 1/10 = \$6.29.51 for 1904 .....	6 1/2 %	\$94 sellers
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 43,762	Tls. 43,762	Interim of Tls. 2 for 1905 .....	7 1/2 %	Tls. 58 buyers
Do. (Preference) .....	100,000	£1	£1	{ £40,000 £4,116	£58,852	Interim of Tls. 1 1/2 for 1905 .....	7 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£10	£10	{ £10,000 £24,257	\$929	Interim of 1/- (Coupon No. 5) for 1904 .....	4 1/2 %	21/- buyers
"Star" Ferry Company, Limited .....	{ 10,000 10,000	\$10 \$10	\$5 \$5	{ \$400,000 \$130,143		{ \$1.80 \$0.90 } for year ending 30.4.1905 .....	{ 5 1/2 % 3 1/2 %	{ \$33 sellers \$25 sellers
Straits Steamship Company, Limited .....	5,000	100	\$100	{ \$10,000 Tls. 98,000	\$21,231	\$10 for 1904 .....	6 1/2 %	\$150
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	{ Tls. 195,479 Tls. 18,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905 .....	13 1/2 %	Tls. 29
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$450,000 none	Dr. \$42,812	Interim of \$10 for 1905 .....	10 1/2 %	\$235
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ Tls. 50 Tls. 50	\$85,987	\$3 for 1897 .....	7 1/2 %	\$35
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.9.04 .....	3 1/2 %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £40,000 £12,289	£7,820	Interim of 1/- (No. 4) .....	...	Tls. 7 1/2
Oriental Consolidated Mining Company, Limited .....	500,000	G \$10	G \$10	{ none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5) .....	...	G \$18
Raub Australian Gold Mining Company, Limited .....	{ 150,000 50,000	£10 £1	18/10 £1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$34 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited .....	\$5,200	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5 .....	9 %	Tls. 142 sales
Fenwick (Geo.) & Co., Limited .....	{ 6,000 12,000	\$25	\$25	{ \$70,000 \$350,000	\$8,577	{ \$3.75 for 1904 on old capital First year .....	7 1/2 %	{ \$47 buyers \$25 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	{ \$350,000 \$38,473 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905 .....	5 %	\$99 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	10,000	\$50	\$50	{ \$55,500 Tls. 487,210	\$501,332	\$6 for first half-year 1904 .....	6 1/2 %	\$195
New Amoy Dock Company, Limited .....	6,000	\$64	\$64	{ Tls. 487,210	\$489	\$14 for 1903 .....	7 %	\$17
Shanghai and Hongkew Wharf Company .....	32,000	Tls. 100	Tls. 100	{ Tls. 50,880	Tls. 10,711	Interim of Tls. 6 for 1905 .....	6 1/2 %	Tls. 190
Tanjong Pagar Dock Company, Limited .....	37,000	\$100	\$100	{ Tls. 17,500	\$206,645	\$20 for 2nd half year making \$26 for 1904 .....	6 1/2 %	\$385
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	{ Tls. 2,762	Tls. 2,762	Tls. 18 for 1904 .....	9 1/2 %	Tls. 195
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	{ Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905 .....	9 1/2 %	\$27 sales
Astor House Hotel, Limited (Tientsin) .....	2,000	Tls. 50	Tls. 50	{ Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9 .....	6 1/2 %	Tls. 135
Central Stores, Limited .....	6,000	\$15	\$15	{ Tls. 100	\$1,502	Final of 60 cents making \$1.80 for 1904 .....	10 %	Tls. 135
Do. (Founders) .....	723	\$15	\$15	{ Tls. 100	\$1,502	None .....	7 %	\$100
Do. (New Issue) .....	24,000	\$15	\$15	{ Tls. 100	\$1,502	Preferential of 7 per cent for 1904 .....	7 %	\$7 1/2 sales
Hongkong Hotel Company, Limited .....	17,000	\$50	\$50	{ \$348,975 \$31,087	\$10,126	\$5 for first half-year 1905 .....	7 %	\$145 ex div.
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	{ Tls. 25,000 Tls. 20,986	\$37,875	Interim of \$3 1/2 for 1905 .....	5 1/2 %	\$127
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	{ Tls. 100	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905 .....	13 1/2 %	Tls. 184 buyer
Hotel Metropole Company, Limited .....	2,000	\$100	\$100	{ Tls. 200,994 \$50,000	First year	Interim of \$4 .....	7 1/2 %	\$105
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ none	\$11,958	90 cents for 1904 .....	7 1/2 %	\$12 1/2
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ Tls. 8,813 Tls. 170,000	\$377	\$3 for 1904 .....	7 1/2 %	\$40
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	{ Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905 .....	6 1/2 %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited .....	1,400	Tls. 50	Tls. 50	{ Tls. 67,300	Tls. 670	Interim of Tls. 3 for 1905 .....	12 %	Tls. 45
Tientsin Land Investment Company, Limited .....	7,726	Tls. 100	Tls. 100	{ Tls. 7,726	Tls. 725	Interim of Tls. 3 for 1905 .....	6 %	Tls. 117 1/2
Wei-hai-wei Land and Building Company, Limited .....	3,764	Tls. 25	Tls. 25	{ none	Tls. 5,150	None .....	12 %	Tls. 12
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none	\$1,247	Interim of \$1 1/2 for 1905 .....	6 1/2 %	\$56 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	{ none	Tls. 12,844	Tls. 4 for year ended 31.10.1903 .....	8 %	Tls. 50 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ Tls. 30,000	\$23,264	\$1 for the year ending 31.7.05 .....	6 1/2 %	\$142 ex div.
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 31,679	Tls. 13,629	Interim of 3 % a/c 1898 .....	...	Tls. 45 sales
Lao-kuang-mew Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 10,000	Interim of 4 % a/c 1898 .....	...	Tls. 57 sales
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	{ Tls. 5,618	Tls. 22,050	4 % for 1897 .....	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited .....	4,000	\$100	\$100	{ none	...	First year .....	...	\$125
Jell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ £314	£770	1/3 per share for 1904 .....	9 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	{ \$8,000	\$1,182	\$3 for 1904 .....	8 1/2 %	\$36
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904 .....	8 1/2 %	\$114
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905 .....	8 1/2 %	Tls. 77 1/2 sellers
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ none	\$3,739	None .....	...	\$154
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	{ \$6,000	\$1,581	80 cents for 1904 .....	9 %	\$9 sales
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	{ none	...	\$14 for year ending 31.7.1905 .....	...	\$17 buyers
Green Island Cement Company, Limited .....	150,000	\$10	\$10	{ \$400,000 \$500,000	\$95,054	\$2 for 1904 .....	7 %	\$28 sellers
Hall & Holtz, Limited .....	21,000	\$20	\$20	{ \$186,000	\$7,551	Final of \$14 making \$24 .....	9 1/2 %	\$27 buyers
Hongkong & China Gas Company, Limited .....	7,000	£10	£10	{ £25,394 £3,000	£8,188	£1 div. and 2/- bonus for 1904 .....	7 %	\$175 buyers
Hongkong Electric Company, Limited .....	30,000	\$10	\$5	{ none	\$2,151	{ \$100 50 cents } for year ending 30.4.1905 .....	6 1/2 %	\$15
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	{ \$50,000	\$2,796	\$15 for year ending 30.11.1904 .....	5 1/2 %	\$91
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$60,000	\$5,356	Interim of \$4 for 1905 .....	7 %	\$151 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	{ \$60,000	\$11,137	\$10 for 1904 .....	7 %	\$33 1/2 buyers
Hongkong Steam Waterboat Company, Limited .....	15,000	\$10	\$10	{ \$25,000	\$290	Interim of 50 cents 30.4.1904 .....	13 1/2 %	\$154 buyers
Lane, Crawford & Co., Limited (Shanghai) .....	2,500	\$100	\$100	{ none	\$21,582	Final of \$0 making \$14 for 1904 .....	9 1/2 %	\$145 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465	Tls. 35,849	2nd quarterly of Tls. 5; paid 15.5.05 mak- ing 50 for Tls. 12 1/2 for 1905 .....	...	Tls. 170 sellers
Morden, (E. L.) Limited .....	7,000	Tls. 50	Tls. 50	{ none	Dr. Tls. 117,638	Tls. 5 for 1902 .....	...	Tls. 25
Philippine Company, Limited .....	67,500	\$10	\$10	{ None	Dr. \$5,337	First year .....	...	\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 145,000 Tls. 108,172	Tls. 8,011	Interim of Tls. 3 1/2 for 1905 .....	7 %	Tls. 122 1/2 buyers
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	{ Tls. 108,172	Tls. 10,247	Tls. 5 for 1903 .....	6 %	Tls. 80 sales
Shanghai Horse Bazaar Company, Limited .....	5,400	Tls. 50	Tls. 50	{ Tls. 25,000	Tls. 6,968	Interim of \$4 for 1905 .....	8 1/2 %	Tls. 155 sellers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	{ Tls. 24,820	Tls. 1,297	Final of Tls. 6 making Tls. 9 .....	13 1/2 %	Tls. 68 sales
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 25,000	Tls. 17,220	Interim of 15/- for 1905 .....	4 1/2 %	Tls. 420 buyers
Shanghai Waterworks Company, Limited .....	7,200	£20	£20	{ Tls. 170,000	Dr. \$5,068	None .....	...	\$20
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none	\$3,044	60 cents for year ended 31.5.04 .....	7 1/2 %	\$8
Team Laundry Company, Limited .....	15,000	\$5	\$5	{ none	\$25,000	\$5 for 1905 .....	...	\$150
Straits Ice Company, Limited .....	2,000	\$100	\$100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 24 for 1904/5 .....	7 %	Tls. 120
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	{ 80 cents £10.80 } for year ended 31.5.1905 .....	{ 9 % 11 %	{ \$9 buyers \$180 buyers
United Asbestos Oriental Agency, Limited .....	9,900	\$10	\$4	{ \$22,000	\$551	Interim of 50 cents for year 1904/1905 .....	10 1/2 %	\$14 buyers
Do. (Founders) .....	100	\$10	\$10	{ \$300,000 \$25,000	\$6,096	Final of 50 cents making \$1 for 1904 .....	7 1/2 %	\$14 buyers
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	{ \$3,000	\$188	Interim of 50 cents for year 1904/1905 .....	10 1/2 %	\$14 buyers
William Powell, Limited .....	{ 12,000 3,000	\$10	\$10	{ \$3,000	\$188	First year .....	...	\$104